

DEVELOPMENT ADVISORY COMMITTEE MINUTES

The Development Advisory Committee (DAC) met on Wednesday, March 05, 2014 at 9:00 a.m. in the Second Floor Conference Room, 220 South Main Street, Bel Air, Maryland. The meeting was chaired by Moe Davenport, Department of Planning and Zoning.

The following members were in attendance:

Len Walinski	Health Department
Robin Wales	Department of Emergency Services
Bill Snyder	Bel Air Volunteer Fire Company
Mike Rist	DPW Engineering
Patrick Jones	Soil Conservation District
Shane Grimm	Planning and Zoning
Eric Vacek	Planning and Zoning
Rich Zeller	State Highway Administration
Mark Logsdon	Sheriff's Office
Darryl Ivins	DPW Water and Sewer

Also in attendance were:

Rowan Glidden, GW Stephens	4692 Millennium Dr, Suite 100, Belcamp, MD 21017
Lou Schaffer, Fred Ward Assoc	5 S. Main St, Bel Air, MD 21014
Jeff Matthai, Morris Ritchie Assoc	3445-A Box Hill Corporate Ctr Dr, Abingdon, 21009
Paul Muddiman, Morris Ritchie	3445-A Box Hill Corporate Ctr Dr, Abingdon, 21009
Daliana Rivera	542 Berrycrest Way, Aberdeen, 21001
Janelle Williams	607 Possum Trot Way, Aberdeen, 21001
Donna Sullivan	31 Penn National Court, Forest Hill, 21050
William C. Latham, III	4835 Old Philadelphia Rd, Aberdeen, 21001
Karen Platt	4827 & 4835 Old Philadelphia Rd, Aberdeen, 21001
Lisa Collins, The Design Firm Inc.	2017 Trappe Church Rd, Darlington, 21034
Debbie Button,	212 S. Bond St, Bel Air, 21014
Legislative Aide to Councilman McMahan	
Brett Forrest	4704 Coralberry Ct, Aberdeen, 21001
John Welch	311 Martins Cove Rd, Annapolis, 21409
Mike Maeder	4817 Limestone Ct, Aberdeen, 21001
Brian Bowman	4806 Seven Trails Circle, Aberdeen, 21001
Steven Ruehling	4801 Seven Trails Circle, Aberdeen, 21001
Jacqueline Delisle	200 S. Main St, Bel Air, 21014
Matt Grollor	803 Bel Air Rd, Bel Air, 21014
John T. McCoy III	4839 Atlas Cedar Way, Aberdeen, 21001
Bryna Zumer, The Aegis	139 N. Main St, Bel Air, 21014
Mike Sukits	715 Wineberry Way, Aberdeen, 21001
Larry Heitmuller, Mt. Zion Church	1643 E. Churchville Rd, Bel Air, 21014
Linda Osborne	1212 Bernoudy Rd, White Hall, 21161
Deborah Osborne	1830 Park Beach Dr, Aberdeen, 21001
Ronald Cappellini	4851 Atlas Cedar Way, Aberdeen, 21001
Denny Putel	601 Tantallon Ct, Abingdon, 21009

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Kyle Rothrock	4853 Atlas Cedar Way, Aberdeen, 21001
Michael Leaf	139 N. Main St, Suite 400, Bel Air, 21014
Tricia Clarke	4948 Bristle Cone Circle, Aberdeen, 21001
John Golding	4831 Seven Trails Circle, Aberdeen, 21001
Thomas Owen	5053 Woods Line Dr, Aberdeen, 21001
Keith Stanley	1001 Boulders Pkwy, Suite 300, Richmond, VA 23225
Thomas Smith, The Design Firm	2017 Trappe Church Rd, Darlington, 21034
Tracy Bryant	4407 Tolchester Ct, Belcamp, 21017
Pravin Patel	1317 Willowchase Dr, Bel Air, 21015

Moe Davenport, of the Department of Planning and Zoning, welcomed everyone to the meeting. He explained there are six plans on the agenda. Mr. Davenport explained that a brief presentation will be given by the consultant for the project. The DAC members will give their comments on the project. The meeting will then be opened up for anyone in attendance that may have questions or comments. If anyone has questions that are not answered, there are information request forms that can be filled out and submitted to the Department of Planning and Zoning and they will be responded to in writing. There is an attendance sheet circulating for everyone to sign. If a correct address is given, a copy of the minutes will be mailed or e-mailed. The minutes will also be published to the Department of Planning and Zoning's website.

WHITEFORD LAND ASSOCIATES, LLC – LOTS 8&9

Located on the south side of Slate Ridge Road; east of Old Pylesville Road. Tax Map 5; Parcels 72. Fifth Election District. Council District D. Planner Eric.

Plan No. P14-002 Create two residential lots.; 32.038 acres; AG.

Received 12-23-13 Whiteford Land Associates, LLC/Highland Survey Associates.

Frank Richardson of Highland Survey Associates presented the preliminary plan. This property was acquired in 2005 and perc test were done at that time. This plan proposes to create two large lots south of Slate Ridge Road on the Tier 4 section of the property.

Emergency Services – Robin Wales

Lot 8 will be addressed 4518 Slate Ridge Road and Lot 9 will be 4520 Slate Ridge Road. These addresses will work if displayed properly and approved by Planning & Zoning.

Volunteer Fire and E.M.S. – Bill Snyder

No comment.

Harford Soil Conservation District – Patrick Jones

Concept stormwater management plans have been submitted and reviewed.

An adequate sediment and erosion control plan needs to be approved before a grading permit can be issued. The sediment and erosion control plan must be integrated with the SWM

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strategy at the design phase. The new 2011 Maryland Standard and Specifications for Soil Erosion and Sediment Control must be utilized.

An NOI permit is required from MDE when a project disturbs more than 1 acre. Please contact MDE about the NOI permit process.

Health Department - Len Walinski

This site is unimproved and will be serviced by an individual well and on-site disposal system. Satisfactory soil tests were conducted on October 3-5, 2005.

Prior to final plat approval, the following are required:

The consultant/applicant must make application for a "Notice of Exemption to Appropriate and Use Groundwater." The completed application is to be submitted to the Health Department and upon processing, the completed application will be forwarded to the Maryland Department of the Environment (MDE).

The proposed wells must be drilled in the approved location, sampled and analyzed for full range of Volatile Organic Compounds (VOC), using EPA Method 524.2 Rev. 4.1. Any questions regarding the tests should be forwarded to Peter Smith at 410-877-2321. The results of the tests must be forwarded to the Health Department for review. Depending on the test results, remediation measures may be required as determined by the approving authority. If a sample exceeds the MCL, recommended MCL or action level, or in the opinion of the Approving Authority, the results of the analysis indicates that harmful constituents are present on amounts that are significantly adverse to human health, safety or comfort, a Certificate of Potability (COP) may not be issued. If the water quality is such that the Department cannot issue a COP at a future date, the lot may not be recorded unless an alternative well site can be developed that will satisfy the conditions referenced in this paragraph.

All water testing must be collected by a Maryland Certified Water Sampler and analyzed at a Maryland Certified Lab. All submitted results must include the Chain of Custody documentation.

As part of the Use and Occupancy (U&O) process, the well must be retested for the above contaminants in the raw water supply and after any treatment equipment installed on the water supply. The final plat must bear the well, septic reserve area and plat plan notes. The square footage amount of each septic reserve area must be clearly labeled on the final plat.

Water and Sewer - Darryl Ivins

No comment.

DPW Engineering – Mike Rist

A sediment control plan and a grading permit will be required for the development of this site. Sediment controls are to be designed to the specifications as set forth in the Maryland Standards for Erosion and Sediment Control, latest edition.

Stormwater management must be provided in accordance with the 2000 Design Manual, as amended by Supplement 1.

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A stormwater management concept plan must be submitted for review and approved prior to preliminary plan approval.

The final stormwater management plan shall be approved prior to the issuance of a grading permit. A stormwater management permit is required prior to the issuance of a building permit.

Stormwater management practices designed for and located on individual lots shall be constructed and inspected prior to the issuance of use and occupancy permits. Practices located on individual lots are the responsibility of the lots owner.

Access permits are required for the proposed driveways.

The driveways must be paved within the County right-of-way prior to issuance of any use and occupancy permits and provide adequate site distance for a 30 mph design speed.

A 30' right-of-way dedication is required along Slate Ridge Road.

Sheriff's Office – Mark Logsdon

Ensure street addresses are clearly marked for first responders.

State Highway Administration – Rich Zeller

No comment.

Department of Planning and Zoning – Eric Vacek

This property is zoned agricultural (AG), and proposes to create two (2) residential lots by subdividing an existing agricultural parcel. The original parcel consisted of six (6) tracts as of February 8, 1977 and totaled 438 +/- acres and carried forty-six (46) development rights. This plan proposes to create two (2) single family residential lots utilizing two (2) development rights.

Private wells associated with the development shall be revised prior to final plat to reflect the required minimum 100 foot setback from adjacent properties that are zoned agricultural (AG) and have received an agricultural use assessment.

The Department of Planning and Zoning is currently reviewing a Forest Conservation Plan delineating revised clearing and recent harvesting of the property. No grading shall be permitted in the natural resource districts (NRD) buffers for actual home construction.

DA authorization may be required for this project. Please contact Mr. Steve Elinsky at 410-962-4503 for additional details. All applicable permits must be obtained by Maryland Department of the Environment (MDE). If required, the Department of Planning and Zoning requests that the approved copies of the permit be provided and placed in the file for information purposes.

The lots are subject to the Harford County Forest Conservation Regulations. This site contains environmentally sensitive areas, namely tributary buffers and non-tidal wetlands. Additionally, all areas with slopes in excess of 25% contiguous of more than 40,000 square feet shall be labeled as NRD on the final plat. All non-tidal wetlands shall have a 75-foot buffer. Several quarries exist on and adjacent to the proposed lots. The quarries shall receive 75 foot buffers. These environmental features and buffers shall be easily distinguishable on the final plat.

A common drive agreement shall be submitted for the creation of Lot 8 and Lot 9. If the common drive is Located on Lot 3, then an access easement may be needed.

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This plan proposes to convey 1.596 +/- acres to recorded Lot 3 (Plat 129/028). This plat shall be rerecorded to reflect the changes proposed in Preliminary Plan 14-002.

Additional comments from the DAC Committee:

Mr. Davenport asked if the quarry were used by the local fire department.

Mr. Richardson replied it was his belief that the little one along the road was used by the fire department.

Mr. Davenport requested that an easement be provided.

Mr. Richardson said it would not be a problem.

There were no additional comments from the public.

CONSTANT FRIENDSHIP BUSINESS PARK – LOT 4 SUBDIVISION

Located at corner of Constant Friendship Boulevard & Arundel Court. Tax Map 61; Parcel 103; Lot 4. First Election District. Council District B. Planner Shane.

Plan No. P14-003 Subdivide existing lots 4; 18.154 acres; CI.

Received 12-24-13 Target Corporation/Timmons Group.

Keith Stanley of Timmons Group presented the preliminary plan. The plan proposes to create a 1.27 acre outparcel at the corner of Constant Friendship Boulevard and Arundel Court. The lot is at the outer reaches of the parking lot for the existing Target store. No development is proposed at this time. This plan is to establish the lot such that it may be marketed by Target as an outparcel sale.

Emergency Services - Robin Wales

Lot 4 will be addressed 400 Arundel Court. This address will work if displayed properly and approved by Planning & Zoning.

Volunteer Fire and E.M.S. – Bill Snyder

No comment.

Harford Soil Conservation District – Patrick Jones

No comment.

Health Department – Len Walinski

The site will be serviced by public water and sewer. Additional comments will be forthcoming upon review of a site plan. The final plat must bear the standard owner's statement and the master plan conformance statement.

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Water and Sewer – Darryl Ivins

Water and sewer services do not currently exist for the proposed lot. They must be constructed from the public mains in the roadway to the property line as part of the development of the property.

DPW – Engineering – Mike Rist

A grading permit or standard sediment control plan and a stormwater management plan will be required for land disturbing activities exceeding 5,000 sf.

Maintenance of the regional stormwater management facility is the responsibility of all the lots owners within the development.

Sheriff's Office – Mark Logsdon

No comment.

State Highway Administration – Rich Zeller

No comment.

Department of Planning and Zoning – Shane Grimm

The parking calculations need to be broken down for the new lot as well as the existing Target.

There were no additional comments from the public.

FOREST LAKE – LOT 3 – DUNKIN' DONUTS

Located on the west side of Rock Spring Rd (Route 24); south side of Osborne Parkway. Third Election District. Council District C. Planner Shane.

Plan No. S14-012 Construct drive thru restaurant w/retail; 1.825 acres; B2.

Received 02-06-14 35 Osborne Parkway, LLC/Kapileshwer Properties LLC/The Petit Group, LLC.

John Petit of The Petit Group presented the site plan. The plan proposes a combination Dunkin/Baskin and retail building. It is located at Osborne Parkway and Rock Spring Road adjacent to an existing office building. The Dunkin/Baskin is 2,448 sf; the retail building is 1,620 sf. There will be a drive thru with counter clockwise circulation. There are site access points with an existing access drive on Osborne which the site will utilize as well as existing access on Rock Spring. The site proposes water and sewer utility connections. Landscaping is proposed. The site drainage has been addressed by a regional basin. The site will provide water quality. There is a CMU trash enclosure at the site as well. There are 24 proposed parking spaces. John displayed a color rendering of the proposed building.

Emergency Services – Robin Wales

The building must display 8"-10" address numbers and letters or a size that can be clearly visible from Osborne Parkway. Please label the rear doors with the business name and address number so correct access can be gained during an emergency and if not 24 hour operation, provide a list of three emergency contacts for notification, response and securing purposes.

Volunteer Fire and E.M.S. – Bill Snyder

For all new building or altered buildings with an automatic sprinkler system or a supervised automatic fire detection system, a Knox Box must be installed per NFPA 1, Part III, 3-6. They shall be keyed for the Bel Air Volunteer Fire Company: 410-638-4400.

Soil Conservation – Patrick Jones

Concept SWM plans have been submitted and reviewed.

An adequate sediment and erosion control plan needs to be approved before a grading permit can be issued. The sediment and erosion control plan must be integrated with the SWM strategy at the design phase. The new 2011 Maryland Standard and Specifications for Soil Erosion and Sediment Control must be utilized.

An NOI permit is required from MDE when a project disturbs more than 1 acre. Please contact MDE about the NOI permit process.

Health Department - Len Walinski

This site will be serviced by public water and sewer. The Health Department must review and approve all food service and building plans prior to issuance of the building permit and a food service package must be completed. To request a food service facility review package, the owner or his agent should contact Mrs. Lisa Kalama at 410-877-2332. If the plan is recognized as a prototype plan, review will be required by the Department of Health and Mental Hygiene (DHMH), Division of Food Control. If there are any questions, please contact Ms. Carolann Liszewski at 410-767-8401.

The owner/developer is reminded that during the development of this project when soil moisture conditions are low, measures must be implemented to prevent the generation of dust until a permanent vegetative cover is established and all paving is completed.

Water and Sewer – Darryl Ivins

Show clearly on this plan the existing water and sewer contracts which will provide service to the proposed building. Indicate the location of the proposed water and sewer services from the mains to the building. Show a cleanout on the sewer service at the edge of the right of way or easement to delineate the limit of County maintenance. Show the location of the water meter vault

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if an external meter will be constructed. The services must not interfere with any proposed landscaping.

The water meter vault must be located in an easement dedicated to Harford County. If the vault is a 4' x 6' vault, the minimum easement size must be 15' x 20'. A plat and deed of easement shall be prepared by the property owner, using the standard Harford County format if an easement is required. When it is prepared, it must be submitted to the Division of Water and Sewer for review. The final approved copy of the easement document must be submitted to the county before a building permit may be approved for this project.

The Commercial Service Application Number 8212 must be added to the title block of the site plan submitted with the Application for approval.

Any sewer cleanouts that are located within the paved area shall be installed using the County cleanout in paving detail S-28. The detail shall be shown on the utility plan and referenced on the plan and/or profile drawing.

The construction contract numbers for the existing utilities shall be shown on the drawing submitted with the Commercial Application.

A Commercial Service Application must be completed by the owner and approved by Harford County before a building permit will be issued for this project. Contact Ms. Patti Bankert of the Division of Water and Sewer New Connection Services at 410-638-3300 x1467 for additional information.

Trees may not be placed within the drainage and utility easements or the SHA road right-of-way within fifteen feet (15') of existing or proposed utilities. The Division of Water and Sewer must have an opportunity to review the landscaping plan before it is approved by the Department of Planning and Zoning, to verify that this condition has been met. Approval of the Commercial Application for this project will not be granted until the landscaping plan is acceptable to the Division of Water and Sewer.

DPW – Engineering – Mike Rist

A sediment control plan and a grading permit will be required for the development of this site. Sediment controls are to be designed to the specifications as set forth in the Maryland Standards for Erosion and Sediment Control, latest edition.

A stormwater management concept plan has been submitted for review and must be approved prior to preliminary plan approval. Comments must be addressed on subsequent stormwater plan submittals.

The final stormwater management plan shall be approved prior to the issuance of a grading permit. A stormwater management permit is required prior to the issuance of a building permit.

Maintenance of the stormwater management facility (facilities) is (are) the responsibility of the lots owner(s).

All pavement striping and traffic control signs shall conform to the Manual on Uniform Traffic Control Devices and State Highway Administration Supplement.

It is recommended that the drive isle between the diagonal parking and drive thru lane be 15' wide minimum. The northerly one-way in entrance to the site should be a 15' maximum width and signed accordingly. The curb radii along the proposed driveway extension shall be 25' minimum.

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A traffic impact analysis was submitted and comments are being forwarded to Planning and Zoning.

Sheriff's Office – Mark Logsdon

No comment.

State Highway Administration – Rich Zeller

SHA is currently reviewing a traffic impact study for this development. The traffic study comments will be forwarded as they become available. There is existing access with right-in/right-out onto MD 24. It is adequate to serve the site.

Department of Planning and Zoning – Shane Grimm

There appears to be conflicting traffic movements near the entrance to the site and the exit from the drive through. The entrance and site design should be re-evaluated to avoid conflicting turning movements.

The lighting and photometric plan is acceptable. The Department recommends the use of night-time friendly lighting and/or shields on all lighting.

A revised landscaping plan shall be submitted. A 5-foot landscape buffer is required along Osborne Parkway. The buffer shall be provided on the lot and not within the right-of-way. It is recommended that the consultant review the landscaping installed by Kohl's and Chik-Fil-A on the north side of Osborne Parkway. A similar landscaping design should be provided to maintain a cohesive entrance to the Forest Lakes community.

Foundation planting along the façade of the building must be provided in accordance with the Code. In addition, landscaping should be provided within the concrete median separating the drive thru from the drive aisle on the bank site.

A Type 'C' buffer yard is required on the south side of the Rock Spring Road entrance drive between the subject property and the R2 zoned residential properties to the south.

There is a conflict at the end of the Rock Spring Road entrance driveway where the width of the two way driveway reduces to ten feet. This is not acceptable for two way traffic.

A suitable loading area for deliveries should be provided that does not conflict with parking and or onsite circulation and shown on the next series of the plan.

Additional comments from the DAC committee:

Mr. Ivins, Water and Sewer, reminded Mr. Petit that any revisions to the landscaping plan should not conflict with the installation of utility services along Osborne Parkway.

Comments were invited from the public.

Deborah Osborne, adjacent property owner, asked if there was a landscape plan available for her to look at.

Mr. Grimm responded that he could provide a copy.

Ms. Osborne asked how the site would connect to stormwater management and how it would affect her property and how she would be protected.

Mr. Petit replied there are existing stormwater lines that go through the property into a regional basin. The site will be connecting to those and water quality will be provided on site.

Ms. Osborne asked about the existing driveway to the original property. She was concerned that the corner of her building was about 20' from the site. Would the driveway be widened? How would traffic flow affect her building? She has a huge garage door that is only 12' wide and that was a concern for her with cars coming in and out.

Mr. Petit showed on the color rendering where the existing pavement was and where it would be widened to 24' to allow for two lane circulation. The entrance will be widened on the north side as well as the south side to be 24' wide all the way through. It should have no impact to her building.

Ms. Osborne asked if there was a stormwater management plan.

Mr. Petit said they had not submitted one yet. Information was recently received to confirm that the site was included as part of the original basin design.

Ms. Osborne requested a copy of the plan from Planning and Zoning when it was submitted.

Mr. Davenport replied that the stormwater management plan would be provided by the Department of Public Works. He could provide a copy of the current plan, but noted that it would be revised. He added that the landscape plan needed to be revised as well. Please contact Shane Grimm, Planning and Zoning, with questions or comments.

1615 EAST CHURCHVILLE ROAD

Located on the south side of Churchville Road (Route 22); east of Fountain Green Road (Route 543). Tax Map 41; Parcel 560. Third Election District. Council District E. Planner Shane.

Plan No. S14-013 Construct 1,500 sf retail & 3,528 sf car wash bldgs; 1.24 acres; B2.

Received 02-06-14 N.A.D.D. Patel LLC/Frederick Ward Associates.

Lou Schaffer of Frederick Ward Associates presented the site plan. The proposed use for the site is a drive thru car wash with a potential, future retail building. The retail building is not proposed to be constructed anytime in the near future. This project received approval in December, 2011. It is in the midst of permitting, however, the plan has expired. This plan is exactly the same as the previous one submitted 2011. There are no changes. There are approved stormwater management and sediment control plans. They are working with the State Highway Administration to address issues. A building permit has been submitted and he is working with Water and Sewer for the commercial service application.

Emergency Services – Robin Wales

The building must display 8"-10" address numbers and letters or a size that can be clearly visible from Churchville Road (MD 22). If not a manned 24 hour operation, provide a list of three emergency contacts for notification, response and securing purposes.

Volunteer Fire and E.M.S. – Bill Snyder

No comment.

Soil Conservation – Patrick Jones

Ensure plans are up to date.

Health Department – Len Walinski

The site will be serviced by public water and sewer.

At this time, the retail use on this site is not indicated as a restaurant or food service facility. If this type of operation is planned for this site, the Health Department must review and all food service and building plans and a food service package must be completed. To request a food service facility review package, the owner or his agent should contact Mrs. Lisa Kalama at 410-877-2332. The package must be returned to Mrs. Kalama. If the plan is recognized as a prototype plan, review will be required by the Department of Health and Mental Hygiene (DHMH), Division of Food Control. If there are any questions, please contact Ms. Carolann Liszewski at 410-767-8401.

The owner/developer is reminded that during the development of this project when soil moisture conditions are low, measures must be implemented to prevent the generation of dust until a permanent vegetative cover is established and all paving is complete.

Permits from MDE may be required depending on the services provided. It is the owner's responsibility to be aware of these regulatory requirements and for obtaining appropriate permits.

Water and Sewer – Darryl Ivins

A 6" diameter public sewer service shall be extended to within seven feet of parcel 113. A 10' wide drainage and utility easement shall be placed along the eastern property line for a distance of 80 feet from the northeast corner of the property to facilitate sewer service to the adjacent property. A sewer cleanout shall be placed on the sewer service at the edge of the easement. Public sewer contract drawings will be required for this project.

The proposed water service shall also be shown on the contract drawings. The abandonment of the existing water service shall also be shown and described on the construction drawings. The meter setting and backflow preventer will be placed within a meter vault near the Route 22 frontage of the property. The water line to the car wash shall connect to the service after the water meter. The configuration shown on the Site Plan drawing SP is incorrect.

The utility layout shown on drawing SP is incorrect and may not be submitted as part of the Commercial Application submittal unless it is revised.

The existing sewer drawings (contract 19679) are over one year old and must be updated and reapproved prior to the execution of a Public Works Utility Agreement for the sewer main construction.

A building permit cannot be issued until the public utilities are either operational or bonded for construction.

The Commercial Service Application Number 8161 must be added to the title block of the site plan submitted with the Application for approval.

Any sewer cleanouts that are located within the paved area shall be installed using the County cleanout in paving detail S-28. A note to this effect shall be added to the utility drawings that are submitted with the Commercial Application.

The construction contract numbers for the existing utilities shall be shown on the drawing submitted with the Commercial Application.

A Commercial Service Application must be completed by the owner and approved by Harford County before a building permit will be issued for this project. Contact the Division of Water and Sewer, New Connection Services, at 410-638-3300 for additional information.

Trees may not be placed within the drainage and utility easements or the SHA road right-of-way within fifteen feet (15') of existing or proposed utilities. The Division of Water and Sewer must have an opportunity to review the landscaping plan before it is approved by the Department of Planning and Zoning, to verify that this condition has been met. Approval of the Commercial Application for this project will not be granted until the landscaping plan is acceptable to the Division of Water and Sewer.

DPW – Engineering – Mike Rist

A sediment control plan and a grading permit will be required for the development of this site. Sediment controls were approved on June 25, 2012.

Stormwater management must be provided in accordance with the 2000 Design Manual, as amended by Supplement 1. Plans were approved on January 14, 2013.

A stormwater management permit is required prior to the issuance of a building permit.

Maintenance of the stormwater management facility (facilities) is (are) the responsibility of the lots owner(s).

All pavement striping and traffic control signs shall conform to the Manual of Uniform Traffic Control Devices and State Highway Administration Supplement.

Sheriff's Office – Mark Logsdon

No comment.

State Highway Administration – Rich Zeller

The SHA has forwarded plan review comments to the design engineer dated 1/28/14. Those comments remain valid. The SHA has no objection to site plan approval subject to final plans reflecting all entrance and road improvements to be permitted by the Access Management Division (AMD). We request that the County withhold approval of the building permit until the access permit has been issued.

Department of Planning and Zoning – Shane Grimm

The project will require the submission of a new building permit application.

There were no additional comments from the public.

RESERVE AT RIVERSIDE

Located on the north side of Old Philadelphia Road (Route 7); between Belcamp Road & Creswell Road. Tax Map 57; Parcel 108; Lots 1-3. First Election District. Council District F. Planner Eric.

Plan No. P14-005 Build 16 unit apt bldg. on lot; 62.55 acres; R3/B3.

Received 01-08-14 Riverside Apts LLC/Riverside Apts II LLC/Riverside Commercial LLC/Morris & Ritchie Associates, Inc.

Jeff Matthai of Morris & Ritchie Associates presented the preliminary plan. This plan proposes to revise the originally approved preliminary plan which adds Phase III, one building at the corner of Belcamp and Old Philadelphia Road. The project will be a total of three phases. The revised concept plan was submitted and approved in December, 2013. The existing zoning is R3/B3. The B3 is only on Lot 3. The total boundary for the project is 62.5 acres. The plan proposes 416 units. Phase I is complete; it consists of 212 apartment units, a community center and a pool. Phase II is currently under construction; it includes 7 buildings. Phase III consists of one building of 16 units. Improvements to Route 7 include a roundabout which has been completed. The project provides 41.9 acres of open space and 828 parking spaces. All on-site utilities, road, stormdrains and stormwater management are private. There are three existing ponds that were built under the old stormwater management code. The third lot requires a pond under the new code.

Emergency Services – Robin Wales

Lot 3 addresses should be in the 1400 block with odd numbers.

Emergency Services is requesting a list for at least 3 emergency personnel, including maintenance for notification, response and securing purposes.

The plan is addressed and she can work with the planner.

Volunteer Fire and E.M.S. – Bill Snyder

If a recreation trail is installed, it is requested that the trail allow for entry of pick-up sized vehicles to enter from all entrances. Entrances could be locked for emergency access only.

All apartment complexes need to have Knox Key Boxes installed on the address side of the building. They shall be keyed for the Abingdon Fire Department: 410-638-3951.

Soil Conservation – Patrick Jones

Concept SWM plans have been submitted and reviewed.

An adequate sediment and erosion control plan needs to be approved before a grading permit can be issued. The sediment and erosion control plan must be integrated with the SWM strategy at the design phase. The new 2011 Maryland Standard and Specifications for Soil Erosion and Sediment Control must be utilized.

An NOI permit is required from MDE when a project disturbs more than 1 acre. Please contact MDE about the NOI permit process

Health Department – Len Walinski

The site will be serviced by public water and sewer.

The owner/developer is reminded that during the development of this project when soil moisture conditions are low, measures must be implemented to prevent the generation of dust until a permanent vegetative cover is established and all paving is complete.

The Health Department recommends that the owner/developer disclose to any prospective purchaser the close proximity of the property to the Aberdeen Proving Ground (APG). Information on current and past activities can be obtained from the Public Information Office at APG by calling 1-800-APG-9998.

The Health Department encourages the owner/developer to consider smoke-free housing.

Water and Sewer – Darryl Ivins

Since this development is for “For Lease” apartments, the on-site sewer systems will be privately owned. Under a plumbing permit, the Department of Inspections, Licenses and Permits will most likely utilize a County water and sewer inspector/representative as well as a plumbing inspector to witness all onsite tests of water and sewer lines. This would also include sewer manhole vacuum tests. The on-site sewers must pass this test to the satisfaction of the County before connection to the public main will be permitted. An additional inspection may also be provided for the flush test after chlorination but prior to the plumber or sprinkler contractor connecting to any lines in the building. This inspection is to make sure that the pipe is free of debris.

The public water and sewer mains must be shown on a separate set of contract drawings from the private utilities. The format for the private utility drawings shall be the same as the Reserve at Riverside Phases One and Two. A record copy of these drawings shall be provided to the Division of Water and Sewer.

Buildings on this lot may require on-site pressure booster pumps and hydropneumatic tanks within each building to serve their upper floors.

The contract numbers for this project are 19756 for water and 19757 for sewer. The numbers shall be placed on the utility construction drawings before their initial submittal to the county for review.

DPW – Engineering – Mike Rist

A sediment control plan and a grading permit will be required for the development of this site. Sediment controls are to be designed to the specifications as set forth in the Maryland Standards for Erosion and Sediment Control, latest edition.

Stormwater management must be provided in accordance with the 2000 Design Manual, as amended by Supplement 1.

A stormwater management concept plan has been submitted for review and must be approved prior to preliminary plan approval.

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A commercial access permit is required for the site.
Maintenance of the stormwater management facilities is the responsibility of the lot owner.
Sidewalks shall be constructed along the property frontage of Belcamp Road.
All pavement striping and traffic control signs shall conform to the Manual on Uniform Traffic Control Devices and State Highway Administration Supplement.

Sheriff's Office – Mark Logsdon

The building addresses shall be clearly marked for first responders.

State Highway Administration – Rich Zeller

No further comments. Previous permits have been issued with the prior phases.

Department of Planning and Zoning – Eric Vacek

This plan proposes to add 16 garden apartment dwelling units to the overall project as part of Phase 3. The maximum building height is three stories. The plan further proposes to relocate active open space from Phase 1 into Phase 2. The Forest Stand Delineation has been approved by Planning and Zoning. This project requires both passive and active open space. An extension of the recreational trail has been designated as part of Phase 3. The landscape and lighting plan has been submitted to the Department of Planning and Zoning and has been approved. Property owner documents shall be established and recorded for the ownership and maintenance of all stormwater management facilities and all areas of open space, including both active and passive. The consultant shall contact Mr. Matt Kropp of Planning and Zoning to clarify any questions concerning the associated with stormwater management adjacent to natural resource districts. The affected recorded plat shall be revised to the subject changes noted in this plan.

Additional comments from DAC Committee:

Mr. Jones noted that EMS had commented about getting a pickup truck on the trail and noted that there are also three bridges in the area and asked if they were considered.

Mr. Snyder cited the Ma & Pa trail as an example of five ton bridges.

Comments were invited from the public.

Tracy Bryant, resident of Bristol Forest community, asked if there were any plans for additional traffic lighting at Belcamp Road. The intersection is already congested, especially in the am and pm. He also asked if there were any plans for sidewalks.

Mr. Matthai responded that the traffic study was done and included over 416 units. They prepared four offsite improvements and that is all that's being completed at this stage.

Mr. Bryant indicated to Mr. Matthai on the display map the area which he was concerned about.

Mr. Davenport clarified that the improvements were offsite.

Mr. Matthai confirmed that all offsite improvements were complete. He said that a sidewalk was extended to Creswell Road.

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Bill Latham, resident along Route 7, commented to SHA that the two lanes around the circle do not work. It is a total mess. It needs to be made into one lane where everyone approaching the circle needs to stop to enter. He said that cars try to go around together but end up with accidents or near misses, especially when a school bus goes through because it cannot make the inner circle turn without cutting into the other lane.

Mr. Zeller responded that he would relay the information to the appropriate district office so that they are made aware of the situation.

There was discussion among the audience about the roundabout. They do not like the roundabout and did not want another one.

Mr. Davenport recognized Joni Brown who commented that new people who are not aware of the two lane circle get extremely confused.

Mr. Zeller added that when SHA reviews roundabouts for capacity, they are sized in accordance to the required capacity. He acknowledged that people don't seem to navigate the two lane roundabouts very well. He again noted that he will let SHA know there is a major concern here.

Mr. Latham added that part of the problem is having a one lane approach and one lane exit with the two lanes inside. If it were a two lane approach and exit, he did not think there would be an issue.

Mr. Davenport said the designers would be made aware of the issue.

Mike Maeder, stated that there is really no signage as you enter the circle to say that the right lane is going only to the apartment complex. In addition, the circle being built with a downward grade makes it tricky and the merge is very quick. When trying to go straight through the circle it is confusing going from one lane, to two, and then right back to one lane again. He said that Route 7 is not a one lane road anymore. It does not meet all that is being proposed. It really needs to be two lanes to cut down on the congestion. His commute back and forth from APG has become bad because of the congestion. He would like to see Route 7 evaluated further.

Mr. Latham agreed that it would be nice if the road were widened but asked where the property would be taken from. He owns several properties along Route 7. He stated that traffic can go to Route 543 and go down Route 40 which is two lanes both ways. Traffic does not need to travel Route 7. He has problems getting out of his driveway every morning for up to 45 minutes. He can appreciate those that have moved to the area but asked again where the property would come from to widen the road.

Mr. Maeder said in reference to accessing APG, there were a couple options; either cut through Route 40 or cut through the Town of Aberdeen after a zig zag onto Route 22 or if you live on Route 543, you basically have to do the same thing. He understood Mr. Latham's point and agreed it was a concern, but said again that Route 7 is becoming overwhelmed.

Mr. Davenport asked Mr. Zeller to note the comment about the design and sign issue at the roundabout.

Kyle Rothrock added there is another issue with the current business park there and eighteen wheelers all day. He felt they should have to go to 543 all the time and should not have access to Route 7. The circle is not designed for an eighteen wheeler or any car carriers that will be coming through or school buses. He asked that something be done about the circle. The blind spots on larger vehicles make the circle even more difficult.

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Mr. Logsdon noted that the Sherriff's Office, SHA and the State Police have commercial vehicle enforcement which sits along the roadway and asked if anyone had noticed it.

Many people in attendance replied that they had not seen the enforcement.

Mr. Logsdon stated they are there often; especially the State Police.

Mr. Rothrock stressed again that the larger trucks really need to be on two lane highways, not on Route 7, because they are slower at times and are bigger vehicles. It is a safety issue.

Mr. Latham stated he has dealt with this issue for eleven years with the industrial park and, since it is a state highway, commercial vehicles are allowed to use the road. He has a deaf daughter but is not allowed to put a deaf child sign along the state highway because it is not an approved federal sign. It's a law; just like commercial trucks using the road is a law. He has lived along Route 7 for many years; long before all the development. He wished more of the residential traffic would use Route 543 and Route 40 instead of traveling Route 7.

Mr. Maeder said that many people in attendance were residents living along Route 7 also and they are all dealing with the same traffic issues.

Mr. Davenport asked for any other questions pertinent to the Reserve at Riverside plan.

A resident asked where the commercial vehicle enforcement was sitting to deflect the traffic.

Mr. Logsdon replied that they are not deflecting traffic, just enforcement and infractions on commercial vehicles along Route 7 from Route 543 thru to Route 40. They check for load limits along with other items. They work together with the State.

Janelle Williams, lives in Hollywoods, and added that all those who are leaving Hollywoods, in either direction, are affected by the traffic. It is in the morning, evening and sometimes during the daytime. With all the construction going on, a better way to manage the traffic needs to be figured out. She encounters many inconveniences; car after car after car. She takes her children to school at Church Creek so she has to turn right and gets stuck there often making her children late to school because she waits for so much traffic. It is a problem all around for everyone along Route 7. With more units and more people coming, she hopes there could be another way or junction to alleviate the problem at the circle. She has seen many car accidents there. She has seen people in a hurry try to go around and cut the trucks off which cause accidents and that just blocks up the circle for everyone; including emergency vehicles. It is devastating to them and really their only way out. She asked the Committee to do a thorough investigation on the traffic and address it because it is getting worse.

Daliana Rivera, lives off of Route 7, wanted to point out that many of the semi-trucks actually jump onto the circle because they cannot make the turn. She has seen several try to avoid it and have wound up fallen into the ditch. She also noted utility trucks doing work along the roadway add to the traffic problems.

Joni Brown, nearby resident, said that all of the construction along Route 7 has caused her and others in the other subdivisions to have to pay extra money each year to help with building new sewage to even have their homes there. She doesn't think there is enough infrastructures for more new homes. She also noted the change in the area natural habitats. She would like to see other areas of the County built up instead of here, such as revitalizing the Perryville area outlets.

RIVERSIDE EAST BUSINESS PARK – PRELIMINARY – FAST TRACK

Located on the south side of Philadelphia Road (Route 7); west of Stepney Road. Tax Map 58; Parcel 271; Lots 1-4. First & Second Election Districts. Council District F. Planner Shane.

Plan No. P14-006 Combine 4 commercial lots into 1; 174.919 acres; CI.

Received 01-10-14 Preston Cook, LLC/Morris & Ritchie Associates, Inc.

RIVERSIDE EAST BUSINESS PARK – SITE – FAST TRACK

Located on the south side of Philadelphia Road (Route 7); west of Stepney Road. Tax Map 58; Parcel 271; Lot 1. First & Second Election Districts. Council District F. Planner Shane.

Plan No. P14-007 Construct 46,000 & 70,000 sf bldgs. for corporate offices for Automotive Auction/Sales & Accessory Bldg; 174.919 acres; CI.

Received 01-10-14 Preston Cook, LLC/Morris & Ritchie Associates, Inc.

Jeff Matthai of Morris & Ritchie Associates presented both plans. A community input meeting was held on December 30, 2013. The project will be developed by BSC America. It is located on a site that is composed of 4 existing lots recorded in 2010. The site comprises 175 acres, of which 85 acres will remain undisturbed. This site is the final portion of the Riverside Business Park which has been in existence for twenty years. The site is zoned CI and is precluded by deed restriction to be developed residentially. The site approved use under the deed restriction is commercial development only. The CI zoning allows for twice the impervious area shown on the plan; up to 85%. This plan does not propose near that amount. The proposed development calls for replacement of the existing auto auction currently located on Bel Air Road, MD Route 1. The site is served by public water and sewer and has access to Route 7. A traffic study was submitted to the County and SHA and the project will require a state highway access permit before the project moves forward. The plan shows three access points. The first is a right in for truck traffic to get the trucks off of Route 7. A left or right out is still under design consideration. The plan proposes a roundabout at Seven Trails Drive as a second access. The third access will be off of the existing Holly Oak Circle.

In 2003, BSC American received approval for the use of this site as an auto auction with accessory operations but the project was delayed due to economic reasons. Two buildings are proposed; a 70,000 sf corporate office and auto auction operation building and a 48,000 sf support service and car prep building. The lighting plan was submitted to the County and shows that no lighting will leave the property. Zero foot-candles are shown along the property lines. A 30' sewer easement is being proposed to service the properties. Stormwater management is being provided; both quantity and quality management is required under the new code. All impervious is required to have ESD practices such as bio swales and micro bio-retention. They will all drain to quantity ponds which will provide 10 year management. There are approximately 500 customer/employee parking spaces with the remaining spaces for inventory and storage. BSC currently employs approximately 475 people and the project is anticipated to employ another 150 to 200. The four lots are being consolidated by the preliminary plan into one lot.

Mr. Matthai indicated an area of trees on the site which are to remain. He had a cross section of the site to show how the site falls dramatically from Route 7. The buildings along Seven Trails are around elevation 74; the top of the berm is around 80. This will provide screening. Route 7 is about elevation 70 and the proposed building around elevation 58, therefore it is about

12-15' lower than Route 7. There is screening at the proposed entry drive. The other building is 10-15' lower than Route 7 as well.

Ms. Lisa Collins, project architect with The Design Firm, discussed the site operations. She displayed several project boards and explained an effort was made to screen the main building off of the road. The first building has been designed to blend in with surroundings as well with a classic architecture. It is a two story building with a gabled roof to help bring the scale down. The view from the road will be brick and siding and have a more residential character to help in keeping with the area. The back of the building, which houses the auto auction, consists of 8 auction bays. The second building is a support services building. It serves only the auto auction. There will be no public automobile services. The building houses cleaning, photography documentation and detail areas for the auction vehicles. There will also be internal paint services. The look of the building is more commercial in character. It is a basic pole building with siding.

In terms of traffic flow, a great effort is being made to internalize traffic and keep it off of Route 7. Once traffic is on the site, there is internal crossing so that traffic can move within the site and not back out onto Route 7. The main traffic circle is the primary entry for sale day.

Emergency Services – Robin Wales

The Department is requesting that the proposed buildings display 10"-12" address numbers and letters or a size that is clearly visible from the entrance to the complex. The address must be posted at Philadelphia Road (MD 7).

Public safety wireless radio communications inside a building is essential to the safety of those occupying the structure as well as fire, law enforcement and emergency medical providers responding to a call for help. Buildings that are greater than 5,000 sf, higher than 50 ft, contain underground storage or parking and are constructed of materials that impede wireless radio signals that may adversely affect the response of public safety providers. Please consider including wiring, electrical connections and other infrastructure that may be needed for an in-building 800 MHz amplifier. The Department will test coverage in the facility once construction is finished. Call 410-638-4900 for this assistance.

If not a 24 hour operation, provide a list of three emergency contacts for notification, response and securing purposes.

Volunteer Fire and E.M.S. – Bill Snyder

The Recon/Accessory Automotive Services building and the corporate building shall have a Knox Key Box installed on them if they have an automatic sprinkler system or a supervised, automatic fire detection system per NFPA 1, Part III, 3-6. They shall be keyed for the Abingdon Fire Department: 410-638-3951.

It is requested that the Abingdon Fire Department be contacted with reference to the emergency access variables.

It is recommended that a sign be posted at all entrances that identify the entire premise with the geographical names of each area plotted on the map sign. The geographical names shall be the names commonly used by the business and which would be transmitted to the 911 Center in case of an emergency. A sample diagram was provided.

It is recommended that fire hydrants be added to the property in areas where the fire department would have to extend their fire hoses greater than 1000 feet. Due to the close spacing of the vehicles, rapid fire spread is possible and fire department access is limited in some areas making extinguishment difficult. Please work with the Chief of the Abingdon Fire Department.

Soil Conservation – Patrick Jones

Concept stormwater management (SWM) plans have been submitted and reviewed.

An adequate sediment and erosion control plan needs to be approved before a grading permit can be issued. The sediment and erosion control plan must be integrated with the SWM strategy at the design phase. The new 2011 Maryland Standard and Specifications for Soil Erosion and Sediment Control must be utilized.

If any proposed Storm Water Management Facility meets the Small Pond Standard (practice 378), the pond design will have to be approved by the Harford SCD. Also the pond design must be approved prior to the sediment control plan being signed. Outfall location will be reviewed during design reviews and must safely convey over steep slopes.

An NOI permit is required from MDE when a project disturbs more than 1 acre. Please contact MDE about the NOI permit process.

Health Department – Len Walinski

The site will be serviced by public water and sewer. The Health Department must review and approve all food service and building plans prior to issuance of the building permit and a food service package must be completed. To request a food service facility review package, the owner or his agent should contact Mrs. Lisa Kalama at 410-877-2332.

If the building will operate a boiler or other fuel burning equipment including char broiler, a permit to construct is required from MDE. It is incumbent upon the owner to secure any permits. The Air Quality Program at MDE can be reached at 410-537-3230.

Automotive service uses that store more than 1,000 gallons of waste oil will require an Oil Operations Permit from MDE Waste Management Administration. Uses that are involved in auto body repair and painting may require an MDE Air Quality Permit to construct from the Air and Radiation Management Administration.

The owner/developer is reminded that during the development of this project when soil moisture conditions are low, measures must be implemented to prevent the generation of dust until a permanent vegetative cover is established and all paving is complete.

Water and Sewer – Darryl Ivins

The County is pursuing an alternative alignment of the sewer service that serves the Corporate Office/Financial Services building which may be able to provide easier access to the public sewer main by adjacent properties. After the best method of serving the aforementioned building has been determined, the Division of Water and Sewer will recommend approval of the plan.

The Division of Water and Sewer would like to retain easements across the property in alignments similar to those shown on the recorded plat. These easements will provide future

access to the public sewer main by properties located to the north of Route 7. The Division will work with the developer's engineer to establish the final alignment to be placed on the plat(s) for this project.

The 16" water main along Route 7 is a primary transmission line for Zone 1 of the water system. When designing the roundabout at Seven Trail Drive, the engineer shall test pit the existing 16" main to ensure that adequate cover will be maintained. The test pit information shall be provided to the Division of Water and Sewer prior to beginning the design of the roundabout. The Division of Water and Sewer is reluctant to consider relocation of the water main; therefore the engineer shall make every attempt to design the roundabout without impacting the main.

The water meter for the corporate office shall be moved southward so that it is near the curb on the entrance road for easier access. A drainage and utility easement shall be placed over the entrance road up to the meter to allow access to the vault for maintenance.

The water meter vault for the automotive services building shall be moved so that it is adjacent to the entrance drive between the Route 7 right of way and the gate.

A sampling manhole shall be installed on each of the sewer services at the edge of the drainage and utility easement.

The Commercial Service Application Number 8211 must be added to the title block of the site plan submitted with the Application for approval.

Any sewer cleanouts that are located within the paved area shall be installed using the County cleanout in paving detail S-28. The detail shall be shown on the utility plan and referenced on the plan and/or profile drawing.

The construction contract numbers for the existing utilities shall be shown on the drawing submitted with the Commercial Application.

A Commercial Service Application must be completed by the owner and approved by Harford County before a building permit will be issued for this project. Contact Ms. Tina Wagner of the Division of Water and Sewer New Connection Services at 410-638-3300 x1490 for additional information.

Trees may not be placed within the drainage and utility easements or the SHA road right-of-way within fifteen feet (15') of existing or proposed utilities. The Division of Water and Sewer must have an opportunity to review the landscaping plan before it is approved by the Department of Planning and Zoning, to verify that this condition has been met. Approval of the Commercial Application for this project will not be granted until the landscaping plan is acceptable to the Division of Water and Sewer.

DPW – Engineering – Mike Rist

A sediment control plan and a grading permit will be required for the development of this site. Sediment controls are to be designed to the specifications as set forth in the Maryland Standards for Erosion and Sediment Control, latest edition.

A stormwater management concept plan has been submitted, reviewed and approved. Comments must be addressed prior to preliminary plan approval.

The final stormwater management plan shall be approved prior to the issuance of a grading permit. A stormwater management permit is required prior to the issuance of a building permit.

Maintenance of the stormwater management facility (facilities) is (are) the responsibility of the lots owner(s).

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The need for a NPDES industrial discharge permit through MDE shall be investigated by the engineer.

All pavement striping and traffic control signs shall conform to the Manual on Uniform Traffic Control Devices and State Highway Administration Supplement.

A traffic impact analysis was submitted and comments are being forwarded to Planning & Zoning.

Sheriff's Office – Mark Logsdon

Once onto the site, the roads shall be privately owned. Mr. Logsdon discussed the plan for on-site traffic control with Ms. Collins. Ms. Collins explained there are designated roadways and parking areas for the trucks to move to once entering the site to avoid backing up onto Route 7.

State Highway Administration – Rich Zeller

A traffic study comments are currently under review. He understood there are many concerns about the area traffic and explained part of the difficulty in the design lies in the review of the capacity. The plan must be designed to accommodate the traffic along Route 7 and the side roads as well. Further comments will be forwarded as soon as they are available.

Department of Planning and Zoning – Shane Grimm

A Traffic Impact Analysis (TIA) has been submitted and is currently under review.

Permits will be required from the Maryland Department of the Environment (MDE) and/or the Army Corps of Engineers for the proposed stream and wetland crossings.

The landscaping plan shall be revised to provide additional landscaping along MD Route 7 on both sides of the eastern most entrance to the site.

The driveway to Parcel 28 shall not be located within the required Recreational Buffer. The Recreational Buffer shall be shifted to the east of the existing driveway.

The final plat for the consolidation of Lots 1 through 4 shall be recorded in the Harford County Land Records. No building permit applications will be accepted until the final plat has been recorded in the Land Records. The final plat shall incorporate all appropriate easements.

The plan has been submitted to the Critical Area Commission and DNR and the Department of Planning and Zoning is awaiting further comments.

Comments were invited from the public.

Tracy Bryant asked if arrangements have been made to utilize the Sheriff's Department at the site similar to the use at the Bel Air location.

Mr. Matthai responded that is a possibility.

Mr. Bryant said he did not like roundabouts but understood they serve a purpose so that traffic doesn't come to a stop. He had some safety concerns with the additional traffic in the neighborhood. He also asked if there was a plan to extend the sidewalks. There is not a lot of foot traffic but there are kids who walk up and down Route 7 and ride bikes.

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Mr. Tom Owen, president of the Homeowner's Association for Hollywoods Condominiums, asked about the percentage of increase in size of the new facility over the existing facility.

Mr. Matthai said he did not know at the time.

Mr. Owen asked if the recently completed traffic study is used to determine the width of Route 7 and the number of lanes.

Mr. Zeller replied they have reviewed the first iteration of the traffic study and provided comments in February. They are now reviewing the response to those comments. The traffic study has not been approved. They are still in the process of establishing criteria.

Mr. Owen asked if the Sherriff Department and DOT stops are just checking for compliance or are they being stopped for violations as well.

Mr. Logsdon replied it could be for anything. The program is mainly run by the MD State Police as they have a larger enforcement section. The County program is brand new so they are working with the State. Any vehicle may be stopped; any way, anywhere. Once stopped, any and all violations may be noted. A larger truck or tractor trailer may be looked at for what is on board and verify the latest certifications, for the vehicle as well as the driver.

Mr. Owen clarified that they are not necessarily being stopped due to violations.

Mr. Logsdon added that is an area with a high volume of trucks which leads to more stops and possible violations.

Mr. Owen asked about the purpose for the truck apron which goes around the circle. There is a raised area and the large trucks cannot maneuver around the Hollywoods/Holly Oak circle without using the truck apron. He felt that upon coming up on the apron, it tended to increase the likelihood of the truck to tip over.

Mr. Zeller replied that it is a mountable apron and is lieu of a barrier or curb. It allows the vehicles to negotiate the curve.

Mike Sukits, vice president of the Hollywoods II Homeowners Association, asked if the committee had received Councilwoman Lisanti's letter of February 5, 2014. He asked if it could be read aloud for everyone in attendance to hear. He felt it addressed many of the concerns of that the citizens had collectively.

Mr. Davenport noted the letter was part of the records. The letter read as follows: "While it is rare for members of the County Council to express opinions and concerns for proposed development, I'll make exception for the above project due to the scheduling of the Community Input Meeting, its proximity to residential neighborhoods and the location of a dangerous stretch of roadway. Although permitted, the Community Input Meeting was held between the Christmas and New Year's holidays, therefore public knowledge of the meeting was limited and few public comments were made. Since that time, I have had the opportunity to meet with nearby residents and offer the following list of concerns:

General road safety including ingress/egress, type, timing and volume of traffic impact"

Mr. Sukits asked about the truck traffic coming in at the westernmost point and the plan for the traffic to leave the site. He said making a left hand turn out of there is going to be problematic; everyone that lives on Route 7 can attest to that.

Mr. Matthai replied that they are looking at a left out. It is still under study and is an ongoing process.

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Mr. Sukits asked if the alternative would be to use the traffic circle.

Mr. Matthai replied yes.

Mr. Sukits added that he had read the traffic study and did not believe that the study was scaled up to include and account for the additional people at the Reserve at Riverside project.

Mr. Matthai said he would have to verify but thought that all approved preliminary plans, to include the Reserve, were included in the traffic study.

Mr. Sukits said he did not recall it being in there.

Mr. Matthai explained that the County and SHA were reviewing the study and would point out if it were missing.

Mark Keely, Traffic Concepts, added the background information is provided by Harford County. The County provides a list of all developments that have received preliminary plan approval and that is included in the scope of services that get studied. He then runs a trip generation based on what is provided. If it is not in the study, either it doesn't have preliminary plan approval or it has preliminary plan approval but they have to offsite roadway improvements and those improvements are not bonded yet so they would not show up in the study.

Mr. Sukits asked about the traffic signal assessment done at the Seven Trails circle. He thought some of the criteria will change based on the additional traffic. He asked if an exception to the traffic study could be made to incorporate the comments moving forward.

Mr. Davenport explained that a transportation engineer will evaluate and contact the County transportation engineer, Mr. Alex Rawls, with the Department of Planning and Zoning. He said that with regard to the prior plan of the day for 16 lots, it did not have preliminary plan approval at this time as it just came before the DAC Committee today. Therefore, it would not have been included in the background traffic at this time.

Mr. Sukits said there were already another 400 units at the Riverside complex and pointed out that was units, it didn't account for the number of cars. There are 828 parking spots planned for the site, so the plan should account for the similar number, 828, cars being added to the traffic.

Mr. Matthai said he thought it had been taken into account.

John Golding, president of Seven Trails Homeowners Association, said it had not been taken into account. He had read the report also.

Mr. Davenport continued reading Councilwoman Lisanti's letter: "Environmental concerns – reduction of woodlands and natural habitat, loss of forestation and natural buffers, design to limit impervious surface for watershed protection, automotive repair and related impact.

Offsite impact – noise, light"

Mr. Sukits commented to the environmental impact and asked about the possible soil contamination by oil and chemicals associated with the project. He asked if there were any way to filter the water before it enters the stormwater management.

Mr. Matthai explained that they have to do an environmental site design. All runoff has to go into bioswales or bioretention which filter through a combination of sand and topsoil of about 12"-18" thick with a drain at the bottom so that all run go through there first. All impervious area has to be treated in this manner through environmental site development.

Mr. Grimm added that the building and the building uses, including the automotive services, will also require permits from MDE.

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Mr. Davenport continued with the letter: "Good neighbor policy, Change of Neighborhood; residential to commercial, Lack of recreational opportunities with limited available land. Additionally, there are many unanswered questions that I defer to the technical members of the development advisory committee for response:

Have there been any environmental studies; please describe;

Have traffic studies been done during peak traffic times; please describe;"

Mr. Davenport clarified that the developer is obligated to demonstrate all non-tidal wetlands on the site provide the required buffers. They are obligated to provide stormwater management and meet water quality requirements. He added that traffic studies have to be done during peak hour traffic, weekdays and weekend peak. Those times are described in the traffic manuals. They cannot be done on holidays or days when school is out, etc.

Letter: "What is the current road rating for this segment of Route 7?"

Mr. Davenport said it is an arterial road.

Letter: "How will truck traffic be monitored and laws enforced?"

Mr. Davenport responded that Officer Logsdon had addressed that issue.

Letter: "Can truck traffic be redirected to use Route 40 (Pulaski Highway) to enter and exit the site?"

Mr. Davenport said there is no access to Route 40 from the site.

Letter: "What is the impact of this project on other proposed plans for development in the immediate area?"

Mr. Sukits asked if there was ever any consideration given to using Brass Mill Road and accessing a side road through there for the traffic. He asked if there could be a circle at Brass Mill instead of in the residential areas.

Mr. Davenport explained that there is really no way to physically connect there.

Mr. Sukits said there was already a lot there being used by BSC America to transport cars back and forth. They already have access that the trailers are going to now. They could go from there to the property.

Mr. Muddiman, Morris and Ritchie Associates, explained that option was looked at. Those properties are owned by McCormick and the old GE warehouse. The subject property does not touch the right of way for Appliance Drive. There is a portion of private property. There is also a stream valley. This project has been in the works for over twenty years. The main access has always been off of Route 7.

Mr. Golding added that was prior to the residential areas being there.

Mr. Muddiman said that it was zoned for residential use though. It was known that there would be homes along the corridor.

Mr. Davenport continued with the letter: "Can you require an upgraded landscape plan along Route 7 to enhance the esthetic environment appeal, add privacy and create a sound barrier along Philadelphia Road?"

Mr. Davenport replied that had been addressed by Mr. Grimm's prior comments.

"Finally, during my time on the council we have partnered with the State, Federal Agencies and local developers to make road improvements on segments of this roadway, however more

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work needs to be done in this immediate vicinity. I urge you to convene the necessary public and private parties to develop and expedite a road improvement plan before any additional projects commence. I stand ready to work with you, the community and the project owners to ensure we protect the quality of life and safety of our residents. Sincerely, Mary Ann Lisanti, Councilwoman, District F.”

Mr. Sukits thanked Mr. Davenport for taking the time to read the letter aloud.

Joni Brown asked where the construction vehicles would be coming in and out of the site.

Mr. Matthai said it would be off of Route 7 at one of the three access points.

Ms. Brown asked how long construction was going to take.

Mr. Matthai responded it would probably be 9 months to a year. Most times, the construction vehicles will move onto the site once and set up at a staging area.

Mr. Davenport added that the heavy equipment would come one time.

Ms. Brown asked about dump trucks coming and going from the site.

Mr. Matthai explained that they will try to get the site to balance so that, for the most part, the dirt stays on site.

Ms. Brown was concerned that construction of the auto auction and the apartment community would attract further construction to the area. She worried about fast food restaurants being added to the area. She asked if any thought was given to their property values. She felt that all the extra congestion will cause their values to decrease.

Daliana Rivera was concerned about which days would be the heaviest for traffic and asked if there were an estimated amount daily trucks and people attending the auctions.

Ms. Collins explained that Thursday is sale day. On other days, trucks will come at different hours.

Ms. Rivera wanted to know how many per day and what times.

Ms. Collins said it could be anytime.

Ms. Rivera asked if were a 24 hour operation.

Jackie Delisle explained that at the current operation, the retail/public auction sale is on Thursday. The amount of trucks in/out and number of deliveries to the site depends on the number of cars being sold and the type of auction. There is also a retail auction on Saturday. This also is dependent on the number of vehicles available for auction and the type of auction. She said it would be inappropriate of her to try and give a definitive number as it will change from week to week.

Mr. Maeder asked if there were certain delivery times allowed or established.

Ms. Delisle responded that Riverside Business Park currently has no restrictions on truck traffic.

Mr. Maeder clarified that they could then expect truck traffic to an elevated degree the closer to Thursday each week and possibly just after as well.

Ms. Rivera asked about water filtration at the site.

Mr. Matthai explained it is a sand and topsoil filtration system.

Ms. Rivera asked if it will need to be changed out over time.

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Mr. Matthai said there are maintenance requirements. It will need to be inspected on a yearly basis or maybe every other year. He was not certain at the time. Upon inspection, if it is not working, it will be replaced.

Tricia Clarke, resident of Hollywoods, had general comments for the record. She felt the impact to the residents has been totally underestimated. There are many concerned residents in Hollywoods and Seven Trails. It seemed crazy to her that this area is going to be turned into a commercial neighborhood. She wanted residents to be made more aware. She was unhappy with signs on the roundabout where it was impossible to stop and read them to see what is going on. She stated there is already one roundabout that is not working effectively and did not another one going in without addressing the problems on the first one.

Deborah Stewart, resident of Seven Trails, said she did not want a roundabout at Seven Trails when she comes out. She felt her community sits the closest to Route 7 and would be affected the most. The noise, traffic and lighting would be a problem. She was not impressed by the way the building was going to look. It is still a commercial building. She didn't care if the whole building were brick; it is not residential and will still have a commercial look to it. That is not what she wanted to leave across from. It already takes 10-15 minutes to get into Seven Trails from Route 7. She felt that adding 600 more cars from the employees, plus those that are shopping there, will impact the residents. She wanted others that don't live in the area to walk in her shoes for a day to see what she goes through. She felt the whole project was just about money and didn't feel like any concern was being given to the residents that have already purchased homes in the area.

Janelle Williams, homeowner in Hollywoods, wanted to clarify with Mr. Muddiman how the area has been zoned commercial/industrial for over twenty years with the consideration of residential areas.

Mr. Muddiman responded that indeed the property had been zoned that way for some time.

Ms. Williams asked if they were aware about the residential areas.

Mr. Muddiman said they were aware.

Ms. Williams said regardless of the zoning, this capacity of this project as projected brings way more traffic into the area than a normal commercial/industrial property does. There are commercial properties there already that do not have the traffic impact that this project is going to bring. It is too much impact to the existing residential neighborhoods. The traffic will be a catastrophe. A project of this capacity should not go there. It could be something else that will not affect the community and the residents and not bring as much traffic as this project. Even though this project may have been in the works for twenty years, it needs to be looked at as to what is going on in the area now and figure out from there what can work with the amount of people that are living there. She felt it was totally unfair and had no justification. She did not understand the justification behind taking this auction from Bel Air. She has been by the area and has seen officers directing traffic. She felt that Bel Air area was a commercial area and felt it appropriate for the auction to be there. Moving it into a primarily residential area was wrong. She did not understand the move.

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John Golding, with the Seven Trails homeowner association, asked why the project was fast tracked.

Mr. Davenport replied that he thought the Administration felt there was a significant amount of economic development and jobs associated with it.

Mr. Golding said the plan was not add to more jobs; they are going to be consolidating. He asked if the auction was planning to consolidate the Edgewood location as well.

Ms. Delisle replied no.

Bill Latham, adjoining property owner, had several comments. He has been working and arguing on this project for over eleven years now. He owns to the middle of Route 7; it would be a problem if it were widened. He already has a 16" water main in his front yard. The extra lanes would have to go on the other side and some of those houses would only have 12' from their front door to the side of the road.

Mr. Latham noted there was no scale on the drawing. The drawing he got from Public Works did not match up. They were two different sizes. There was also a property shown on the plan as GI; it was his wife's grandmothers built in 1934 and is still zoned R3. There is a guardhouse proposed right along his property line. There is an open space where a BGE gas line goes right down the property line. The drawing is going to give him about a 20' recreational barrier; not even the width of a road. So the whole side of his 7 acre property is going to look right down on top of the buildings. There is a 6' drop.

Mr. Latham spoke about the proposed circle. He felt the circle should be at Burnt Hill Trail since it is a larger development. Seven Trails, except for the one road that connects them, was a closed community. There will be thousands of homes in Hollywoods now going through Seven Trails to try to get out of that circle. It will increase traffic through the community to use the circle. He asked that SHA look at it. It would move it down about 100 yards or so.

Mr. Latham also said he read in the paper that the project would bring new jobs. Currently, the auction employs about 400. The site plan says it will only be 450. He didn't feel that was many more jobs. He asked what kind of jobs would be added.

Mr. Latham discussed how a large part of the project is protected wetlands. They have developed every square foot that could possibly be put on the property. Prior to 1995, this property was zoned G1 as part of the industrial park. In 1995, it was rezoned to R3. A 325 home development was approved known as Village of Grays Run. Then, in the late 90's, McCormick filed a lawsuit because they did not want to be next to residential. They did not want residents next door complaining about fumes and odors from their production.

Mr. Latham said he had a copy of the 2003 plan which showed a residential setback of 50'. In the new plan, it is only 25'. He asked why the setback was cut in half. He said the site plan was totally changed and questioned how it could be grandfathered in. The square footage of the buildings, which was 3 building before, was only 66,000 sf. These two buildings alone now are 116,000 sf. That is almost double.

Mr. Latham spoke about the paved area of the site. Before, it was 2.32 million sf that was to be paved. Now it is up to 2.6 million sf. That's a 20% increase. The plan also goes from 5,755 parking spaces to 8,190. That is quite a big improvement. He also noted that in 2003 it was noted that the Bel Air Auction was staying open.

Mr. Latham said that the State of Maryland, in 1992, mandated that the County had to come up with an environmental plan; the Natural Resources Element Plan. The County passed its

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first regulations in 1998. In 2009, the Maryland General Assembly passed house bill HB11-41 which requires updates by October, 2009. He stated Harford County did it and passed it. The new rules require a 75' setback from wetlands. This plan only has 25'. It seemed to him that the County was picking and choosing which regulations they were enforcing and which they were going to grandfather. The latest wetlands study was done in December, 2013, but six years ago half the trees were taken out. He said that had shrunk the wetlands. He asked that County to really look and make sure that the project complies with the current regulations.

Ms. Rivera asked what would happen to the auto auction location in Bel Air. She decided to stay in Harford County because she was told that the County cared about the environment. That is extremely important to her and she liked that Route 7 was all treed. She appreciates that. Her community is pretty quiet and she enjoys it. There are no odors. Although there are some commercial buildings closer to Route 40, it is convenient for her because of the military and the base is right there. She was promised good property values, but she lost \$103,000 in the value of her home. It a huge concern because of the investment she made. She pays taxes and volunteers in her community. They care when they see trash dumped on the side of the road and they call it in. She appreciated being invited to meetings like this, but wanted to feel like their opinions and concerns were really being considered. She asked about the possibility that this project would go through anyway. She wanted to know if she was wasting her time. Many people took time off from work to attend and even brought their children because they are that passionate about this project. The more transparency given to the project would help the residents feel better about it even if it were going to happen anyway.

Mr. Davenport replied that the property is zoned commercial industrial. The County cannot deny the owner the right to develop their property in accordance with the zoning code; that includes a myriad of industrial uses. The DAC committee is present to make sure the project is done right. The committee hears the concerns. The County is passionate about the environment too; trees, wetlands, environmental resources and the things that have been commented to, including quality of life, traffic. The County understands that you live there and have invested there and want to make it the best that it can be. The County cannot deny the owner's right, just as the rights to Hollywoods building rights could not be denied. They all had their right when they came in to develop. Mr. Davenport said this is a unique property because it is a part of the Riverside Planned Community which included schools, houses of worship, parks, shopping centers, commercial/industrial and hotels. It was part of a planned community that was done thirty years ago. This is the last piece. It is also unique because it was zoned commercial. Then it was rezoned to residential because it was thought not to be a good commercial site. It was permitted and approved as residential for about 300 single family homes. McCormick then took the County to court saying it could not be zoned residential because they had an easement on the property making the property unbuildable. It when to court and the judge had to decide the proper zoning for the property. In 2002, that decision came back and the County had to rezone the property to industrial. Since then, in 2003, the property owner came in to develop as the auto auction. The economy took a bad turn and they didn't go through with it then. Otherwise, it would all be here now when the plans were approved. Financially, or for whatever reason, they didn't go through with the plan then. They are now coming back to the County and re-doing those plans. In 2008, the whole zoning code changed. A lot of the regulations that Mr. Latham talked about, the buffer yards, etc. have all changed. The lots, however, were recorded under the previous plan. Here is

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the last piece of the Riverside development. The County is trying to ensure that the community's concerns, as well as Councilwoman Lisanti's, are also the County's concerns as well. The County wants to make sure that when the property is developed that all adequate public facilities are in place for the roads; they have to complete traffic studies. The County is obligated to ensure that they comply with the laws as they relate to adequate public facilities. The adequate public facilities are designed so that they have to mitigate for their impact, so that the traffic flows essentially the same way it did before the development happened. The must engineer and design those improvement on site and off site; whatever it requires. With regards to safety and aesthetics, the County wants to make sure that the light pollution is reduced or eliminated and the screening, buffering and landscaping is the best product that can be provided.

Ms. Rivera asked again what would happen at the old location.

Mr. Davenport said he understood it was to close.

Ms. Delisle added it may be redeveloped in accordance with its B3 zoning.

Ms. Stewart asked Mr. Davenport where the park was located.

Mr. Davenport said it was off of Route 543.

Mr. Grimm added there was a swimming pool there as well.

Mr. Sukits said he appreciated the committee's consideration of all the comments. He asked if additional and/or higher berms could be created so that the site and parking spaces are not visible to the passerby.

Mr. Davenport responded that was the intent of the plan.

Mr. Matthai showed where there was an existing gas line that could not be graded over.

Mr. Sukits asked about the area beyond.

Mr. Matthai responded the area was fairly high now. He showed the plan elevation, about 8-10', and said that they will get it as high as they can.

Mr. Rothrock was concerned that some of the trucks would be higher than the berm. He also said the paint use area would have loud fans running. He wanted the berms higher.

Mr. Matthai explained how the whole site falls away.

Mr. Rothrock thought the buildings would still be visible.

Mr. Sukits said if there were some way to hide the roofs of the buildings it would go a long way to improving the project.

Mr. Rothrock said it came down to looks and traffic. He said it was 99% certain the project would not be stopped. So, in order to appease all the people hide the site and do better with the traffic. He was also disappointed with the advertising for the community input meeting and that the meeting was held two days before the new year when many were out of town. He was lucky to have heard about it from someone else. He would like to see the notice posted in his neighborhood and his HOA contacted. He also said the traffic plan should be improved to better than what it is now because right now it is horrible. It doesn't work. He didn't feel that any of the comments would go anywhere or anyone would do anything. He acknowledged the comments get recorded but asked where things went after the meeting. He wanted to know when he would hear about anything and if things would change. He asked if he would get letters in the mail about actions that have been taken.

Richard Sheppler, a resident in Hollywoods, commented that his biggest frustration was that he signed a contract before the site was developed. It was still woods. He moved in 2008 but was never alerted that this was going to be developed as a commercial property. He was also concerned about the amount of traffic on Route 7. He said all the commercial trucks use Route 7 and not Route 40. It can take him 10-15 minutes to get out. He questioned the improvement that was being designed. He did not feel it would be an improvement, only that things would be status quo or even worse. He did not understand how he could be sold a home without being told that this has been in the works for 20 years. It should not be allowed. He is stuck here now and his housing value will go down. It isn't worth anything near what he paid for it. He likes the County but felt he was being made a prisoner in the County. He said he may cut his losses and leave. He has no reason to stay and would rather leave than deal with it. He has a small child with him every day on Route 7 and it is pretty scary. He doesn't have to leave until 9:00 each morning; for those that have to leave at 6:00 am, it is awful and dangerous. The traffic improvement plan is just applying a band aid to a bigger problem.

Mr. Latham said he had read the meeting minutes on record from the 2003 input meeting and asked the committee to review them again. There were over 150 signatures from people who attended that meeting and there were less people living in Hollywoods then. The west entrance wasn't even there yet. He has been in the same house all that time. He noted, that in 2003, the Bel Air Auto Auction was not planned to close. The intention then was to split them. The plans have changed and the site plans have changed. He was concerned about the big berm that everyone wanted abutting his property. At the back of the property there is a GI section. It used to be an alternator service. Now it is a junkyard. There is no paving back there and no impervious surfaces; especially 2.5 million square feet of impervious surface.

Mr. Latham pointed out some of the comments made by Mr. Appller, Health Department that concerned impervious surfaces. The notes discussed an alternate type of paving.

Connie Golding, resident of Seven Trails, appreciated the presence of the first responders at the meeting. She is a nurse and has stopped at multiple accidents on Route 7. It takes emergency services a while to get there because of the traffic. She asked that every effort be made to protect the safety of the community residents, even if it makes it more difficult for trucks to get in and out. There are military personnel, fire department and Sherriff's office staff living in the community.

Mr. Maeder asked if there could be an entrance for the trucks off of Route 40 or through the other industrial park. He also was confused that truck traffic was allowed on Route 7 if, as stated earlier, the police were restricting the trucks. It seemed contrary to him.

Mr. Matthai explained they did not have access to Route 40. The property boundaries do not connect to Route 40. There is a railroad and wetlands between the site and Route 40.

Mr. Latham added that environmentally, that is not an option.

Mr. Maeder asked what would be done prevent backups on Route 7. He said traffic sometimes backs up all the way to Route 543.

Mr. Matthai explained there is a deceleration lane planned.

Mr. Maeder would like to see a dedicated truck pull off lane incorporated on Route 7.

Mr. Rothrock asked about a truck acceleration lane.

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Mr. Matthai said if there were to be a right out of the site; it would be a long acceleration lane.

Mr. Golding added at the notes from the Community Input Meeting stated the exit for the auction for all traffic would be out of the circle.

Mr. Matthai replied that they are still working through traffic issues.

Mr. Maeder asked if the circle proposed for Seven Trails would be the same as the circle down by the apartments. Would it be the same two lane through design?

Mr. Matthai said it was still to be determined. They will follow the traffic engineer's recommendations as well as SHA.

Mr. Maeder suggested not having an additional lane in the circle but rather just a separate turn off. He also asked how far off of Route 7 would the lighting be.

Mr. Matthai responded that it would just be within the parking lots. There is no reason to put lighting up on Route 7. It is mainly for security purposes.

Mr. Maeder asked if the elevation of the buildings were the same.

Mr. Matthai said they are different elevations relative to Route 7, but basically about 10-15' below Route 7.

Mr. Sheppler asked who owned the property to the south.

Mr. Matthai said it is the industrial park.

Mr. Sheppler asked if this project could use the existing roads in the industrial park.

Mr. Matthai said it was not owned by the site and there is also a substantial flood plain in the area.

Ms. Stewart wished there could have been more time for the project to work with the community and get input. She wanted better notification for the meetings so they can be more involved. The sign on the side of Route 7 was ridiculous to her.

Ms. Williams stated the traffic plan for the apartments did not work and asked when the traffic issues would be addressed.

Mr. Matthai replied they cannot proceed until they have a State Highway access permit.

Mr. Davenport added the traffic study is still under review and will take into account the comments from this meeting.

Ms. Williams asked the committee to remember the peak times also involve many school buses. There are many children in the existing communities and the bus stops in the circle to pick the children up where it is very dangerous.

Mr. Sukits asked if traffic flow could be limited and/or diverted to off peak hours in certain directions opposite the general flow of traffic.

Mr. Davenport responded that would be an unorthodox move.

Mr. Sheppler said the problems along Route 7 existed even before this project was proposed. The road is already beyond capacity and adding this project makes it worse. Route 7 is not utilized as it was intended to be and that is an issue that needs to be addressed.

Mr. Davenport replied that the government encourages truck traffic to use Route 543 and Route 40. For many reasons, including the shortest distance, trucks choose a route otherwise. He suggested that the Economic Development office may be able to get word the area industries.

Mr. Sheppler repeated this project is only going to add to the existing and ongoing traffic problem. He did not feel it would be solved.

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Mr. Latham added that since Route 7 is a state highway, trucks have the right to travel it anytime. He did feel that the circles helped to slow the trucks down.

Mr. Maeder said the second lane in the circle encourages people to attempt to drive around and cut in front of the other vehicles. By eliminating the second lane, everyone will have to get in the circle single file and use single exits.

Mr. Davenport again recognized the many traffic concerns and thanked everyone for their attendance.

Meeting adjourned at 11:50 a.m.